



MONTANA AERONAUTICS COMMISSION

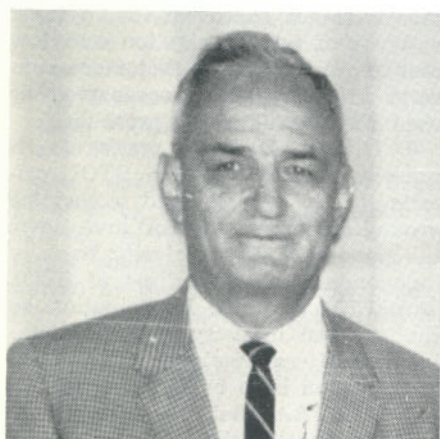
Volume 19—No. 8

August, 1968

COMMISSION ELECTS NEW OFFICERS

CHAIRMAN

E. B. "Ted" Cogswell, Great Falls, was elected Chairman of the Montana Aeronautics Commission at the July meeting. Mr. Cogswell represents the Montana Chamber of Com-



Chairman Ted Cogswell

merce on the Commission and was appointed in 1955 by Governor Aronson. Previously, Mr. Cogswell served as Commission Chairman in 1959 and 1962.

VICE-CHAIRMAN

Clarence R. Anthony of Helena was elected Vice-Chairman. Mr. Anthony

represents Aviation Education on the Commission and has served since 1959. He received his last reappointment in June of 1967.

SECRETARY

Robert H. Howe, Billings, was elected Secretary. Robert H. Howe, Billings, represents the Air Carriers on the Commission. Employed by Northwest Airlines, Mr. Howe was appointed to the Commission in October, 1967 by Governor Tim Babcock.

MEMBERS

The remaining members of the Commission are: Out-going chairman, Jack Hughes of Missoula, representing the Montana Flight Operators; Carl W. "Bill" Bell, Glasgow, representing the Montana Pilots Association; Gordon R. Hickman, Harlowton, representing the Municipal League and Walter Hope, Hysham, representing the County Commissioners.

COMMISSION MEETS IN HAVRE

The Montana Aeronautics Commission held their July meeting at Havre. They toured the new VOR installation and were graciously feted at a dinner sponsored by the Havre Hangar of the Montana Pilot's Association.

MAC DESIGNATED APPROVING AGENCY FOR FLIGHT SCHOOLS

On July 8, 1968 the Montana Aeronautics Commission was designated the approving agency for Montana flight schools by an Executive Order of Governor Tim Babcock.

Following is the letter from Governor Babcock to Mr. E. R. Van Sickle, Acting Center Director of the Veterans Administration Center at Fort Harrison.

"In reply to your letter of May 29, please be advised that I hereby designate the Montana Aeronautics Commission to act as the approving authority under the provisions of 38 U.S.C.A. 1677 and 1771."

"The question of legal authority of the Montana Aeronautics Commission to engage as an approving agency has been thoroughly researched with the findings in the affirmative."

The Aeronautics Commission wishes to assure all Flight Operators in the State of Montana that they will continue to work diligently with the operators for the improvement of all flight school operations.

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698

Helena, Montana 59601

Tim Babcock, Governor

Charles A. Lynch, Director

E. B. (Ted) Cogswell, Chairman
Clarence R. Anthony, Vice-Chairman
Robert H. Howe, Secretary
Carl W. (Bill) Bell, Member
Gordon R. Hickman, Member
Walter Hope, Member
Jack R. Hughes, Member

Director's Column



"TRAFFIC CONGESTION"

Recent air transport delays at major terminal areas in the United States clearly indicate that traffic saturation schedules by all major carriers, wherein numerous flights are scheduled for both arrival and departure at a particular minute of the hour in each day's operation mingled with the general aviation traffic, has created air traffic control burdens far surpassing the congestion condition caused by the light general aviation aircraft alone.

In April of this year in Washington, D.C., the National Association of State Aviation Officials during their spring conference, unanimously endorsed Resolution No. 2, entitled "Recommendations for Alleviating Congestion at High Density Airports."

We earnestly support this Resolution to the utmost.

The situation is critical and at the same time approaching the intolerable. However, the greatest cause for the congestion and the most positive means to alleviate the congestion, rest directly with those most responsible for the congestion at this time.

The industry must watch closely and guard judiciously against either legislative or regulatory action which

might conceivably be established to deny any one segment of aviation access to necessary major metropolitan areas.

The following Resolution No. 2 was unanimously adopted by all directors of state aeronautics departments in attendance at the spring conference in Washington in April. Please consider it carefully.

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS SPRING CONFERENCE—

WASHINGTON, D.C.

APRIL 2-4, 1968

RESOLUTION NO. 2

Recommendations for Alleviating Congestion at High Density Airports.

WHEREAS, Certain recommendations designed to alleviate congestion at high density airports have been prepared and submitted to the Administrator, Federal Aviation Agency, The Hon. A. S. Mike Monroney, Chairman, Senate Aviation Subcommittee, and the aviation industry, by Crocker Snow, Director, Massachusetts Aeronautics Commission; Clifton F. vonKann, VP-Operations and Engineering, Air Transport Association of America; Robert B. Ward, Executive Director, National Business Aircraft Association; John R. Wiley, Director, Aviation Department, The Port of New York Authority; James T. Pyle, Director, Aviation Development Council; James F. Nields, President, National Aeronautic Association; A. Martin Macy, President, Horizon Aviation, Inc.; and Allen F. Edwards, Jr., President, National Pilots Association:

WHEREAS, Members of NASAO from 34 states assembled in Washington, D.C. on April 2, 1968 have reviewed these recommendations and, with minor revisions, have found such recommendations to be in the interest of the flying public:

NOW, THEREFORE, BE IT RESOLVED, THAT THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS HEREBY JOINS THE ABOVE GROUP IN RECOMMENDING:

1. That "high density" airports be defined by the FAA, in consultation with affected users, as those tower controlled airports at which the runways or approaches become periodically saturated so as to result in predictable and regularly recurring delays of some specified length of time.

2. That all high density airport users equally be encouraged, by rewards and penalties if necessary, to spread their operations, rather than to concentrate them in the morning and late afternoon.

3. That FAA instruct its ATC advisory committees to study each high density airport to determine—

a. What practical options exist for operations by light and STOL aircraft, using other than the active long runways and associated flight paths. FAA should direct its tower controllers to offer such options when appropriate.

b. What practical improvements to procedures or facilities in the approach, departure and landing areas would increase the airport's capacity. Those concerned with approving procedures or providing facilities, both national and local, should be informed of the results.

There are 24 of these advisory committees, with members representing the AAAE, ALPA, AOC, AOPA, ATA, DOD, NASO, NBAA, and NPA.

4. That everyone involved encourage, and participate in the establishment of, separate light airplane runways (with independent IFR capability and IFR and VFR traffic patterns,) and adequate appurtenant facilities and conveniences in connection with high density airports. These runways and facilities may be either a part of, or distinct from the dominant airport, depending upon what is most practical in each case.

5. That FA speed up its approval and use of new navigation and low cost approach aids so that more runways in high density areas may be used for instrument approaches.

6. That FAA should accelerate its present efforts to define STOL criteria (both vehicle and associated ground environment), and investigate the possibility on a priority basis of independent ATC handling of STOL and VTOL aircraft. Participation by the aviation industry in those areas in which it can make a constructive contribution is to be encouraged.

7. That FAA establish, in collaboration with appropriate aviation industry representatives, such reasonable requirements for aircraft equipment and pilot proficiency as will ensure that all airplanes using high density terminal areas will be able efficiently to operate in their part of the ATC system.

8. That when adequate separate runways, facilities and conveniences

for light aircraft have been provided in conjunction with any particular high density terminal airport, reasonable use charges reflect differences in capital and operating costs of the facilities used.

9. That FAA's ATC procedures in terminal areas be designed to keep turbo jets as high, as close to the airport as practical, and that jet arrival and departure corridors for different wind conditions be shown on charts used for VFR flying, and keyed to ATIS.

Issued Pursuant to
Order No. E-2

STATE OF MONTANA
AERONAUTICS COMMISSION
HELENA, MONTANA

**CERTIFICATE OF PUBLIC
CONVENIENCE AND
NECESSITY**

COMBS AIRWAYS, INC.

is hereby authorized, subject to the provisions hereinafter set forth, the provisions of Section 1-322 through 1-324, R.C.M., 1947 and the orders, rules and regulations issued thereunder, to engage in commercial scheduled air transportation as a common carrier of passengers and freight within the State of Montana, as follows:

(1) Between the terminal points, Billings, Montana, and the point or points on the North Dakota-Montana boundary line, which are on Combs Airways, Inc., proposed route to Williston, North Dakota, via the intermediate points, Miles City, Montana; Glendive, Montana; and Sidney, Montana.

The exercise of the privileges granted by this Certificate shall be subject to such other reasonable terms, conditions, and limitations required by the public interest as may from time to time be prescribed by the Commission.

This Certificate shall be effective on July 22, 1968.

IN WITNESS WHEREOF, the State Aeronautics Commission of the State of Montana has caused this Certificate to be executed by the Director of the Commission, and the Seal of the Commission to be affixed hereto on this 22nd day of July, 1968.

Charles A. Lynch
Director

**RON ADAMS
ACCEPTS FULL TIME
MILITARY POST**

Charles "Ron" Adams has resigned as Aviation Education Supervisor to accept the position of Flight Activity Commander for the Montana Army Guard located in Helena. In June 1966, Ron took over the duties in the Aviation Education Division, which is under the interdepartmental agreement, budgeted through the Aeronautics Commission and administrated and supervised by the State Superintendent of Public Instruction.



Captain Ron Adams

Ron has carried on the position efficiently and energetically throughout the two years and has very capably administered several new programs including the 1968 Youth in Aviation Award program. He has been greatly instrumental in the growth of the existing programs, particularly the Montana Flying Classroom.

In acknowledging Ron's resignation, the Commission stated that it was with a great deal of regret they accepted it and paid their compliments to Ron for his effective accomplishment of his duties.

Ron commented on the vital importance of the Aviation Education program in Montana and noted the steady growth of the program and constant increase of interest.

We at MAC are pleased Captain Adams has been offered this opportunity and also that he will remain in Montana aviation.

**GF RAPCON TO OFFER
OPERATION
"RAIN CHECK"**

Rain check is defined in Webster's Dictionary as: "A coupon guaranteeing a deferred admission that has been paid for, as to a baseball game in case of rain; also, an assurance of a deferred extension of hospitality or privilege; as I'll take a rain check on that invitation; the parachute is a rain check on life."

Few of us carry parachutes in today's modern aircraft, but we can carry another "Rain Check" on life in today's crowded sky. That is a thorough knowledge and understanding of IFR procedures and the air traffic control environment in which we fly.

In order that you can become better acquainted with the ATC environment, the Great Falls Radar Approach Control (RAPCON) will offer beginning September 16, 1968, a 12-hour course in "Principles of Air Traffic Control" to all general aviation instrument pilots. The course known as, Operation "Rain Check," will be for four evenings: 7 to 10 P.M. at the Great Falls Tower. There will be no charge for attending!

We will cover such items as: Why positive control? How does a transponder help the pilot as well as ATC? Why can't I have the altitude I requested? And many other subjects including a chance to sit with the controller and observe actual instrument control.

If you feel you would like to know some of these answers, and to gain a better insight into instrument flying, send your request as soon as possible. Class starting dates are September 16 and October 7. Additional dates will be announced later if needed.

Remember: Four evenings—Monday through Thursday—7 to 10 P.M. All you have to do is be here. Assignment to classes will be on a first-come basis. You must have confirmation to attend. No "At the gate admissions." Applications are available at all certified flying schools in the Great Falls area.

If you can't obtain one, write or call: Federal Aviation Administration, Great Falls RAPCON, Box 5005, Malmstrom AFB, Montana 59402, Telephone No. 453-9262.

INTERNATIONAL AIRPORT MEETING

A meeting was held in Sweetgrass, Montana, on July 16 for the purpose of discussing the future operation of the Ross International Boarder Crossing Airport at Sweetgrass. In attendance were the following U.S. and Canadian officials. Representing the Montana Aeronautics Commission: Charles A. Lynch, Director; James H. Monger, Assistant Director; Vernon Moody and Worthie Rauscher, Airports Division. And representing the Montana Flying Farmers: Henry Wood, Gildford; Arnold Sorenson, Kremlin and Gordon Sands, Havre. From Canada, Jack Regehr, Customs, Coutts, Alberta; Creed Davis, Immigrations, Sweetgrass, Montana; Department of Transportation representatives were Herb Taylor, Ken Ewing, and H. A. Graae all of Edmonton, Alberta and F. G. Winters from the Alberta Aviation Council.



During inspection, C. A. Lynch, Director, MAC, Helena, visits with Herb Taylor, Regional Controller of Civil Aviation D.O.T., Edmonton, Alberta. (in background, Gordon Sands, Henry Woods and Arnold Sorenson of the Montana Flying Farmers).

It was learned that 277 civil aircraft cleared through the Ross International Airport Southbound in the year 1967. Slightly less than 100 cleared Northbound. It was agreed that the Aeronautics Commission would request a wind velocity and direction indicator from the Weather Bureau for installation in the U.S. Customs office. Other items of discussion were wintertime operations, the International Boundary monument, nighttime operations, the possibility of a North/South runway, and

the runway marking system. While on location, the MAC officials placed bright orange threshold markers on the ends of the runway to better indicate the ends of the runway and also serve as an indicator during a snow cover. It was generally agreed by agencies from both countries that the airstrip is in fine condition, the marking system is excellent and the monument is adequately marked. The airport has its limitations, however, these are properly publicized and any reasonably alert pilot recognizes the limitations and therefore uses the airport accordingly. Both Alberta and Montana will endeavor to gradually promote the improvement of this airport through joint projects and utilizing all aviation organizations.



International meeting at Ross International Airstrip. Left to Right: Fred Winters, Alberta Aviation Council, Edmonton; James Monger, MAC, Helena; H. A. Graae, Canadian D.O.T., Edmonton; Ken Ewing, Canadian D.O.T., Edmonton; Worthie Rauscher, MAC, Helena.



Left to Right: Arnold Sorenson, Worthie Rauscher, Herb Taylor, Charles Lynch, Gordon Sands, and kneeling, Henry Wood.



CALENDAR

August 14 and 15, Glasgow— Montana Aeronautics Commission's monthly meeting.

August 16, 17 and 18, Lewistown— 99's Fall Sectional Meeting of the Northwest Section of the Ladies 99's comprised of eight states—Alaska, Washington, Oregon, Montana, Idaho, North Dakota, South Dakota and Wyoming.

August 22, Helena — Hearing on "Certificate of Public Convenience and Necessity" for Combs Airways, Billings, for proposed service to Lewistown. The Hearing will be held at the Montana Aeronautics Commission Office on the Helena Airport at 10:00 a.m.

August 24 and 25, Ekalaka— Billings Hangar of the MPA's Second Annual Fly-In.

September 2, Glendive — Fly-In Breakfast and Airshow on Labor Day. Contests for pilots, with trophies being awarded to the winners.

September 24-29, Las Vegas, Nevada— AOPA 1968 Plantation Party. The Riviera & Sahara Hotels.

September 27 and 28, Sun Valley, Idaho— International Northwest Aviation Council's Annual Convention.

September 28, Circle— Airport dedication held in conjunction with Circle's Town and Country Celebration. Fly-in breakfast from 7:00 a.m. until 10:00 a.m. sponsored by the Chamber of Commerce.

September 28 and 29, Boulder — Diamond S Ranch—Montana Pilots Association's Fall Fly-In.

October 4-6, Great Falls— Montana Flying Farmers and Ranchers Convention.

October 7, 8 and 9, Norman, Oklahoma— National Airports Conference sponsored by the American Association of Airport Executives and the University of Oklahoma.

The turning radius of an airplane increases, and the ability to change course decreases with the square of the aircraft's velocity.

When a man puts a limit on what he will do, he has put a limit on what he can do.



By James H. Monger
Assistant Director, Airports

Bozeman—The runway extension and taxiway expansion project on Gallatin Field is approaching the 50% completion mark. Base material is being placed in the runway extension and the asphaltic concrete will soon be laid. The contract calls for Maronick Construction Company's completion of this project to a usable condition by August 17th.

Libby — The new airport at Kelly Flats is rapidly progressing. 100% of the clearing is done and sub-grade material is now being placed.

Circle — The airport project at Circle, County seat of McCone County, is now completed. The project consisted of paving a runway 3000 feet in length and 50 feet wide. Also included in the project is a taxiway and aircraft parking apron. The contractor on this local, State and Federal aid project was Gus Albert of Miles City.

Butte — Contractor Peter Kiewit is expected to start the Silver Bow County Airport expansion project upon receipt of the grant offer from the FAA.

PILOTS are advised to use caution in flying into any airport under construction. Men and equipment occasionally must get on to the active runway and the workers are preoccupied with their own work forgetting that they are within feet of a landing aircraft. Don't take it for granted that they see you. Keep alert and check the NOTAMS.

Philipsburg — Bids were opened for the local, State and Federal aid project in Granite County at Philipsburg. The new general aviation airport is sponsored by the Montana Aeronautics Commission and will be located immediately adjacent to the Southwest edge of town. The total project cost for the Philipsburg Airport will be approximately \$121,362. Granite County is a co-sponsor and among other things will provide fencing and an access road. The FAA's share of this project will be \$64,334, with the State Aeronautics as sponsor provid-

ing \$57,028. Granite County will repay a portion of the sponsor's share over a ten year period. Philipsburg is one of the few remaining County seats in Montana without an airport. Other non-airport County seats are Virginia City, Winnett and Wibaux.

Laas Construction Company of Kalispell was the low bidder on the Philipsburg project with a total bid of \$88,347.70. Other bidders were as follows: Francis Tindall of Lewistown, \$94,809.50; Ruffier Construction Company of Billings, \$97,161.50; N. L. Garrick Construction Company, Inc. of Missoula, \$104,871.70; and Clark Brothers Contractors of Victor, \$109,723. The contract for construction has been awarded by the State Aeronautics Commission to Laas Construction pending FAA approval. The Philipsburg project will consist of a paved runway 3600 feet in length by 60 feet in width and a paved taxiway and aircraft parking apron. Philipsburg residents have purchased four aircraft in the past few months and are anxiously awaiting the completion of the project.

Cut Bank Heliport — The City of Cut Bank and Glacier County have recently completed the paving of a heliport at the Memorial Hospital in Cut Bank. The heliport was designed by the MAC Airport Division and constructed under Montana Aeronautics Commission supervision, with the County providing equipment and funds. The heliport is totally paved and will be lighted and adjacent obstructions also lighted. The hospital heliport will be in use as soon as adjacent power lines are relocated.

NOISE CERTIFICATION LEGISLATION BECOMES LAW

On Friday, July 12th, President Johnson signed into law the Administration bill, H.R. 3400, which grants authority to the Federal Aviation Administration to "prescribe and amend standards for the measurement of aircraft noise and sonic booms and to prescribe and amend such rules and regulations as he may find necessary to provide for the control and abatement of aircraft noise and sonic boom, including application of such standards, rules and regulations in the issuance, amendment, modification, suspension, or revocation of any certificate authorized by this title."

FAA OFFICIALS TOUR FOURTEEN MONTANA AIRPORTS

Seven key officials of the Federal Aviation Administration recently made an airport familiarization tour of 14 Montana cities. The group met with city and county officials and airport management representatives to discuss the Federal Aid to Airport Program, jet requirements and the various airport problems and improvements.

While in Helena the group met with Director Lynch of the Montana Aeronautics Commission.

The touring FAA officials were: Chester Bowers, director, Airport Service, Washington, D.C.; E. C. Marsh, director, Central Region, Kansas City; W. C. Knoepfle, chief of the Central Region Airport Division, Kansas City; Joseph Frets, public affairs officer, Central Division Kansas City; R. O. Ziegler, area manager, Minneapolis; E. W. Anderson, chief Airport Branch, Minneapolis; and Victor Kiesling, chief, Airport District Office in Helena.

737 JET SERVICE TO YELLOWSTONE AUG. 22

The Yellowstone Airport at West Yellowstone, Montana will be the first airport in the state to receive the Boeing 737 jet airliner on a scheduled basis. Western Airlines Flight 406 will arrive in Yellowstone at 3:27 p.m. Flight 406 is a turn-around flight from Los Angeles.

Western is using the 200 Series 737 with Dash 9 power plants. The engines are Pratt and Whitney JT8D-9's and each deliver 14,500 pounds of thrust. The 737 twin jet engines each weigh 3,150 lbs, and are mounted under the wings. Each engine cost \$265,000. The complete aircraft costs \$3,400,000. The Boeing 737-200 will cruise at 525 mph and will have a seating capacity of 107 coach class seats.

Other Montana airports at Butte, Helena, Great Falls and Billings will get scheduled 737 service later in the summer.

An illustrated parts catalog for a DC-8 jet airliner has about 12,000 pages. Every month about 1,500 changes are made, requiring a revision of up to 100 catalog pages.

J. "ANDY" MORRIS PURCHASES DILLON FLYING SERVICE

James Andre "Andy" Morris has purchased the Dillon Flying Service, Dillon, Montana, from Thomas Westall who has accepted a position with the FAA in Alaska.



Tom Westall shakes the hand of new owner, Andy Morris.

Andy will retain the same services at Dillon which include, flight instruction, charter, plane rental, aerial application, scenic flights and gas and oil. Andy hopes to add a mechanic and full time shop in the future.

Andy, in addition to a full aviation background, has years of management experience having owned his own heating and plumbing business in Twin Bridges until acquiring the flying service.

A native of Bozeman, he served in the U.S. Army from 1946, flew the G I Bill from 1947 to 1949. He was employed in the aviation business in Livingston area until 1950. From 1954 until 1963 he was manager of a propane store and plant at which time he purchased his own business.

Throughout Andy has continued to do aerial spraying and has kept current and up-to-date with the aviation industry. He attended the National Guard's A & E Short Course, a number of agricultural aerial courses and the Montana Aeronautics Commission's 1968 Flight Instructor Refresher Course.

MAC extends wishes for every success to Andy and welcomes him to the industry as a Montana Flight Operator.

We make a living by what we get, but we make a life by what we give.

FAA INSPECTORS' CORNER

By C. R. Taylor
GA Maintenance Inspector
GADO No. 9

EGT—Hg—RPM—GPH "Symbols of Efficiency"

Modern pilots know their meaning. They are operational symbols that relate to safe efficient operation of the modern aircraft engine. Today fuel injected supercharged engines are commonplace. Design achievements over the past few years have resulted in lighter, faster aircraft that carry heavier pay loads efficiently and safely. "IF" they are operated properly. But only if the pilot understands the theory of the powerplant and its related systems and more important "proper operation." Adherence to the manufacturers' operational instructions is a must. Short service life can usually be attributed to improper engine operation, such as too lean a mixture, low airspeed during climbs, high manifold pressure and low RPM. Resulting damage to the engine from abnormally high temperatures can be burned valves, burned pistons, stuck piston rings or scuffed cylinder walls and pistons. However, there are known cases of engine damage and failure from the above-mentioned reasons even though the pilots have followed the manufacturer's instructions religiously. During the past few years the problem seems to have increased. More failures of this type occur following engine overhaul than during the time the aircraft is new and operated for, say 800 to 1000 hours. This leads us to believe that the engine was not overhauled to the exacting standards it met when new. This is not always the case. Most pilots and owners know that it is just as important to overhaul the accessories as the engine itself. But what about the engine instruments? Normally overhaul consists of disassembly, cleaning, inspecting, reconditioning, and replacement of unserviceable parts. This assures the owner that the powerplant will operate safely and efficiently until the next overhaul is due. In many cases investigated faulty instruments were the cause of short engine life resulting in excessive operational costs and sometimes in accidents. The engine can only be operated safely and efficiently if all controls and instruments are properly rigged and calibrated. For

example, how do you know when an engine is set up properly so far as power output, fuel flow, RPM, manifold pressure, turbo pressure etc.? By the instruments of course. But are the instruments telling a true story? Some aircraft have engine instruments that were installed at the factory and have never been checked since. The engine can only perform as well as the manufacturer intended if all systems and components are maintained in as nearly like new condition as possible. For example, a fuel flow meter that reads high results in too lean a fuel mixture, or a manifold pressure gauge that reads low results in higher pressures and temperatures in the cylinders than normal. Temperature gauges, tachometers, pressure indicators etc. that are not accurate lead to shorter engine life and higher operating costs. **PROPER PILOT TECHNIQUE + PROPER OPERATING TECHNIQUES + ACCURATE READINGS = SAFETY AND RELIABILITY.**

PILOTS:

REMEMBER CALL ENTERPRISE 673 FROM WEST YELLOWSTONE

You May
FILE FLIGHTS—CLOSE FLIGHT
PLANS—OBTAIN WEATHER
BRIEFINGS

Ask the Operator for
ENTERPRISE 673

You will be connected with the Idaho Falls Flight Service Station and the Federal Aviation Administration will be automatically billed for your call. This service is available from **any telephone in the West Yellowstone Community!**

GLENDIVE LABOR DAY FLY IN AND AIR SHOW

The MPA Hangar at Glendive will hold an airshow and Fly-In breakfast on September 2, Labor Day. Contests for pilots complete with trophies—John Burns performing in his home-built and rides for the public in the afternoon. Tickets to see the show include a chance on the transistor radio.

Mark your Callendar—**GLENDIVE ON LABOR DAY.**

BOYD TO BE FEATURED SPEAKER INAC '68

Alan S. Boyd, Secretary, Department of Transportation, has accepted the invitation of Don A. Duvall, Boise, Idaho, President of the International Northwest Aviation Council, to be the principal speaker on September 28 during the annual convention of INAC. The convention will be held in Sun Valley, Idaho and will open Thursday, September 26th. Registrations start on Thursday, in the Sun Valley Lodge where all sessions of the workshop will be held. The fee is \$15.00 per individual or couple.

The Board of Directors from the States and Provinces will meet on September 26th. The Friday session will be opened with a welcome by the Governor of Idaho, Donald Samuelson.

Over 300 members are expected to attend the sessions. Roster of prominent people from the Pacific Northwest States and Provinces will include Mayors, Commissioners of Counties, cities, airports, and officials of air carriers, aircraft manufacturers and airport concessionaires including aviation fuel suppliers. Speakers, and panelists of Canadian and U.S. officials will include William Harbert and Joseph W. Newell, Jr. of NASA and H. E. Bovay speaking on the development of Saigon Airport.

Panel discussions planned on many phases of aviation will include: Search and rescue using the new electronic equipment: Expected to be a heated topics of discussion are Improved commuter type air service to smaller communities—Air carrier applications for new routes between high-density terminals. Recent discussion of these matters by the Yakima Chamber of Commerce and pending actions before the Idaho Public Utilities Commission are attracting attention of various carriers. The Civil Aeronautics Board looks to organizations like INAC for guidance and information in route certifications.

Another item to be discussed will be border crossing procedures and fees. INAC has made real progress in this area.

Reservations should be sent to Convention Manager, Sun Valley, Idaho 83353 (No deposit necessary.)

GORDON SANDS RETIRES AS S & R COORDINATOR

At the July meeting of the Montana Aeronautics Commission held in Havre, Gordon Sands was awarded an Award of Merit Certificate by the Commission in appreciation of his many years of service as a Search and Rescue Coordinator of District No. 5 for the Montana Aeronautics Commission.



Gordon Sands

The certificate read as follows: "This is to Certify that Gordon C. Sands has been presented this Certificate of Merit in recognition for distinguished service in support of Air Search and Rescue in Montana by his long and faithful service as Search Coordinator for the Montana Aeronautics Commission. Served from 1949 and awarded this 11th day of July, 1968"

During Gordon's 20 year tenure as coordinator he has participated in more than 20 searches, approximately 15 of which have involved his own area wherein he acted as state coordinator for the entire search. In addition, he frequently participated as search pilot in other districts in co-operation with other search coordinators. Gordon has given generously of his time over the years for the benefit of lost or downed pilots.

In addition to his untiring efforts on behalf of Search and Rescue, Gordon Sands is undoubtedly one of Montana's Aviation figures. He was chosen by the MPA "The Pilot of the Year" in 1966. Soloing in 1928, Gordon was one of the original groups organizing the MPA, and served as its President and Director. He was

on the aviation committee that made the study and drafted the bill that established the Montana Aeronautics Commission and served on the Commission from 1953 until 1957.

Gordon was an original member of the City/County Airport Board at Havre, retiring from the board in 1965 after 24 years. He was airport manager during the war years—participated in the Civil Air Patrol courier service and throughout the years has been an active member of the Montana Flying Farmers.

At the present time Gordon holds a commercial license with instrument, flight instructor and instrument instructor ratings. He is an active pilot and continues to do his own crop spraying on his ranch near Havre.

The Commission regrets Gordon's decision to resign as Search and Rescue Coordinator but fully appreciates the many years of capable and untiring service he has given. In addition they realize that Gordon will always be a Number 1 Montana Aviation Booster.

Thanks again Gordon!

EKALAKA CAMPOUT!

AUGUST 24 & 25—Second Annual Fly-In at Ekalaka.

Transportation will be provided from the Ekalaka Airport to the "3 C's Hilton." The 3 C's furnish the place—you furnish bedding (sleeping bags—bed rolls or what have you).

Dinner Saturday with Live Entertainment and Dance music—Slides of past MPA activities—adult games and Sunday Breakfast.

**PROMOTE AVIATION IN
EASTERN MONTANA AND HAVE
A FUN TIME. JOIN THE CROWD
AT EKALAKA AUGUST 24 & 25**

STATISTICS

Will your first accident be your last day alive?

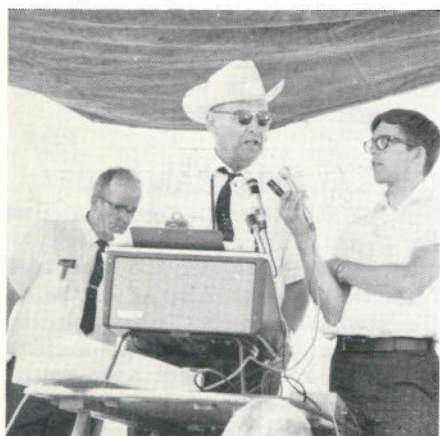
61/37
65/22
78/18
69/18
36/12

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 To-Date	36	12

HYSHAM AIRPORT DEDICATED

By James H. Monger

July 21st was a beautiful Sunday and the date for the official public dedication of the new airport in Treasure County immediately adjacent to the east edge of the Town of Hysham. The new airport was designed by Wenzel & Company, Engineers of Great Falls and constructed by Steve Kenney, Contractor of Hardin. The airport consists of a stabilized turf runway, 3000 feet in length and 75 feet wide, along with a stub taxiway and apron. A segmented circle and runway cone markers have been placed on the airport by the Montana Aeronautics Commission. This airport was built under the State General Aviation Utility Airport Program and was sponsored by Treasure County.



M. C. Rev. Allen and standing to the left, Walter Hope.

Thirty-five aircraft flew in for the dedication which was highlighted by an aerobatic performance of Bill Skipper in his Citabria. The Hysham American Legion Auxiliary served a lunch preceded by church services in the town of Hysham. Reverend Merle Allen of Hysham was the Master of Ceremonies during the dedication. Speakers included Walter Hope, County Commissioner and Aeronautics Commissioner; Terry Combs of Combs Airways and Charles Lynch Director of MAC. It was estimated that about 600 people were on hand to witness the air show. A spot landing contest was held and Southern Montana aircraft dealers displayed their latest models. Two home built aircraft from Billings also attracted a great deal of attention from the spectators and visiting pilots.



Bill Skipper performing one of his exciting maneuvers in his Citabria.



Array of aircraft attending the Hysham Dedication.

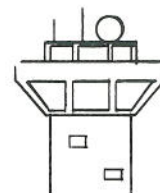
NEW FAA RULE STRESSES PILOT VIGILANCE

The Federal Aviation Administration has amended Part 91 of the Federal Aviation Regulations ("General Operating and Flight Rules") to spell out the specific responsibility of pilots to maintain a vigilant watch for other air traffic in order to avoid mid-air collisions.

FAA said this responsibility is now implied in various sections of FAR Part 91 and is generally understood by pilots. However, the agency feels that "a specific statement of the requirement is desirable to emphasize its importance."

The new rule states: "When weather conditions permit, regardless of whether an operation is conducted

under Instrument Flight Rules or Visual Flight Rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft . . ."



TOWER

OPERATIONS

JUNE, 1968

	Total Operations	Instrument Operations
Great Falls	12,932	1,751
Billings	11,688	1,891
Missoula	10,263	437
Helena	4,249	382

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Conner, Cathy R., Darby
Kamera, Roy N., Missoula
Heinert, Anton C., Great Falls
Randall, Donald L., Billings
Failing, Charles K., Miles City

PRIVATE

Hurst, Howard A., Kalispell
Magruder, Monte J., Missoula
Reilly, Stanley L., Clancy
Bradford, William L., Missoula
Hill, Frank C., Powderville
Boatwright, Glennis O., Bozeman
Sampson, Alfred J., Missoula
Terry, Eugene N., Great Falls
Ivey, Delbert G., Great Falls
Grosse, Otto H., Great Falls
Shoop, Jay I., Kalispell
Johnson, Gregg M., Missoula
Thompson, Tommy G., Monte Vista,
Colo.

Redensek, Joseph L., Great Falls
Kude, William B., Livingston
Holter, Todd W., Glasgow
Bodily, Sheryl L., Columbia Falls
Lee, James L., Missoula
Schauf, Steven L., East Glacier
Gresh, Michael H., Helena
Brenneman, Tom H., Monida
Richards, Ronald P., Helena
Healow, David G., Billings
Jordan, Paul D., Ashland
Barthel, Robert P., Beach, N.D.
Todd, Jack E., Billings
Williams, John D., Hobson
Neafus, John E., Billings
Schindler, Daniel, Kamsack, Sask.
Curran, George T., Coronach, Sask.
Miller, Frank G., Billings
Mathis, Theodore E., White Sulphur
Springs
Hoeger, Dennis C., Gallatin Gateway
Billmeyer, James R., Hogleland
Tucker, Lorraine C., Billings
Williams, John R., Stony Plain, Alta.
Eli, Alvin H., Sidney
Bergerson, Wilbur T., Miles City
Keating, George L., Utica
Wikjer, Dean, Williston, N.D.
Petersen, James G., Sidney
Jones, Darrell K., Glendive
Jeffers, William W., Billings
Weaver, Scott L., Worland, Wyo.

COMMERCIAL

Ward, Robert C., Great Falls
Mather, Anthony D., Kalispell
Pultz, Bruce L., Saskatoon, Sask.
Whitney, Arthur B., Bigfork
Hawkins, Thomas T., Missoula
Murphy, Larry W., Great Falls
Samuels, Glen A., Great Falls
Stewart, Wm. Lewis, Dillon
Steinmetz, William R., Great Falls
Northrop, Dan A., St. Paul, Minn.
Mecham, Clive R., Roosevelt, Utah
Capell, John J., Billings
Stallard, Berl E., Miles City
McKenna, Leo J., Regina, Sask.
Kadyschuk, Norman N., Yorkton,
Sask.
Ukena, William J., Billings
Figgins, Melvin L., Bozeman

INSTRUMENT

Robertson, Samuel C., Great Falls
Dedrickson, David J., Missoula
Ward, Robert C., Great Falls
Steinmetz, William R., Great Falls
Mecham, Clive R., Roosevelt, Utah
Capell, John J., Billings
Stallard, Berl E., Miles City

MULTI-ENGINE

Duff, Roy M., Whitefish
Elster, Leonard H. C., Calgary
Johnson, Edward A. III, Glendale,
Calif.
Mecham, Clive R., Roosevelt, Utah

FLIGHT INSTRUCTOR

Evankovich, Laurence P., Butte
Northrop, Dan A., St. Paul, Minn.
Mecham, Clive R., Roosevelt, Utah
Capell, John J., Billings

FLIGHT INSTRUCTOR INSTRUMENT

Jones, William F., Butte
Hall, Kemper W., Great Falls
Northrop, Dan A., St. Paul, Minn.
Mecham, Clive R., Roosevelt, Utah
Capell, John J., Billings

ROTOCRAFT

Ward, Robert C., (Com. Instrument)
Great Falls

AIRFRAME MECHANIC

Johnson, Patrick L., Helena
Ostermiller, William O., Billings

SPECIAL TYPE RATING

Sanderson, Robert L., Stevensville,
DC-3
Madar, Joseph R., Missoula, DC-3
Koppman, George C., Missoula,
Grumman TBM

About half of all the pure jet aircraft flown by the U.S. scheduled airlines touch down at Chicago's O'Hare International Airport at least once a day.

WHIRLY-GIRLS TO AWARD SCHOLARSHIP

Applications are now being accepted for the second Doris Mullen Whirly Girls Scholarship. The scholarship which will be awarded in January 1969 to a deserving woman for use toward obtaining a helicopter rating.

The \$500 Scholarship was established by The Whirly-Girls, international organization of women helicopter pilots, in honor of Mrs. Doris Mullen, who was fatally injured in an airplane accident on July 24, 1966.

The Scholarship will be awarded to the applicant who best typifies the high standards of women in aviation personified by Doris Mullen. Applicants must hold a current pilot license, must intend to make use of the helicopter rating in such way as to further the involvement of women in aviation, and must demonstrate that they require financial assistance to obtain the helicopter rating.

Deadline for receipt of applications is October 1, 1968. Application blanks may be obtained from Whirly-Girls, Suite 700, 1725 DeSales St., N.W., Washington, D.C. 20036.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	Aug.	Sept.	Oct.
Culbertson	7	---	2
Glasgow	---	11	---
Glendive	---	26	---
Lewistown	21	---	16
Miles City	---	---	30
Sidney	---	25	---
Great Falls	8	5	3
Missoula	22	26	24

NOTE: Provisions have been made to give private commercial and flight instructor and instrument written examinations, **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
	Great Falls

NOTICE OF AIR CARRIER HEARING

PURSUANT TO Section 1-324, R.C.M., 1947, NOTICE IS HEREBY GIVEN that Combs Airways, Inc. of Billings, Montana, has filed with the Montana Aeronautics Commission at its office in Helena, Montana, an application for Certificate of Public Convenience and Necessity to operate as a scheduled common air carrier of passengers and property for compensation between Billings and Lewistown, Montana. Said application has been set down for hearing before an Examiner of the Montana Aeronautics Commission at the offices of the Commission, at the Helena Municipal Airport, in Helena, Montana, on Thursday, August 22, 1968, at 10:00 o'clock a.m. of said day. Reference is made to said application for further particulars, and inquiries thereon may be made at the offices of the Commission, or by mail to the Commission at P.O. Box 1698, Helena, Montana 59601. Persons desiring to be heard at the hearing upon said application, or to make objection or protest thereto, should file their appearance with the Commission in writing and will be afforded an opportunity to be heard at the hearing on the date and at the time and place aforesaid. Copies of the regulations of the Commission describing the procedure to be followed may be obtained from the Commission.

DATED this 22nd day of July, 1968.
MONTANA AERONAUTICS
COMMISSION
Charles A. Lynch, Director

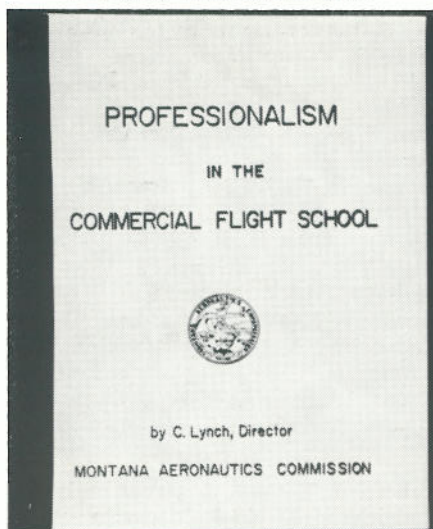
FLIGHT AID AVAILABLE TO SCHOOLS

A useful flight aid has been made available to many high school and college students enrolled in aviation courses that have been identified by the Cessna Aircraft Company Air Age Education Department.

The flight computer is available from the Humble Oil and Refining Company of Houston, Texas, according to Frank G. Mitchell, manager of air age education at Cessna.

The computer is available to any high school or college in the Humble marketing area that has an aviation education course offered for credit.

"PROFESSIONALISM" BOOK AVAILABLE



The Montana Aeronautics Commission has been extremely pleased with the acceptance of the Commission's recent publication, "Professionalism in the Commercial Flight School" written by Director Charles A. Lynch.

The book, based on Mr. Lynch's 30 years experience in the aviation industry, is a guide to sound business practices and methods of acquiring true professionalism in flight training.

There has been considerable out of state interest from the various aeronautics departments, flight schools, safety and training divisions and aviation organizations. To date 183 out of state requests have been received from: California 4; Colorado 3; Delaware 2; Idaho 4; Illinois 33; Indiana 2; Kansas 4; Kentucky 2; Michigan 2; Minnesota 2; New Jersey 3; New York 5; Oklahoma 14; Pennsylvania 16; South Carolina 41; Tennessee 3; Texas 5; Utah 2; Vermont 15; Washington 4; Washington, D.C. 8; Wisconsin 4; Wyoming 2; Puerto Rico 3.

In addition to the above, books have been distributed throughout Montana to all flight operators, flight instructors attending the 1968 FIRC, and to all interested individuals upon request. As the original printing was very limited a reprint of the book will be accomplished in the very near future. Orders for individual copies will be furnished at no cost. Orders for quantity amounts will be available at 50c per copy.

To Order: Write: Charles A. Lynch,
Montana Aeronautics Commission
P. O. Box 1698
Helena, Montana 59601

Letters of Appreciation

2667 Pendleton
Bloomfield Hills, Mich. 48013
July 3, 1968

C. Joyce McCutcheon
Publications and Information
Aeronautics Commission
Helena, Montana 59601

Dear Mrs. McCutcheon,

Thank you very much for the flight information on the State of Montana you sent me on May 28th this year.

The Aeronautical Chart was very useful during my flight to Missoula in late June. From Lewistown via Great Falls and Helena it is almost mandatory even with radio.

May I especially commend the flight followup service at Lewistown! They were very prompt in contacting us at our ETA at their station and supplied good weather data.

We refueled at Missoula, at Lewistown and at Miles City and RON'd at Helena.

Thank you again for your services.

Sincerely,
E. A. Macholl

125 S. Pritchard Ave.
Fullerton, Calif. 92633
July 11, 1963

Montana Commissioner of
Aeronautics
Helena, Montana

Dear Sir:

During the recent 4-day July 4th holiday weekend I flew to the West Yellowstone Airport with two friends, John Lowe and Jim Fukasawa, to enjoy two days of sightseeing in Yellowstone and Grand Teton Parks. Second only to the spectacular sights we saw in the parks was the warm friendliness and helpfulness of the people we met at the airport.

We spent our first and last night at the airport sleeping by the plane. The Avis man, Bob Groom, drove us into town for supper the first night after he finished his work, and Frank (I am afraid I have forgotten Frank's last name) arranged for Howard Slater to drive us back to the airport later that night.

The night manager at the airport, Don Albert, was most kind to us in allowing us to use the rest room after closing hours and in spending a few minutes answering questions for us.

My airplane was serviced efficiently by Frank, and Bob really "tried harder" to eliminate any problems with our Avis car.

I would appreciate your conveying our thanks to Don, Howard, Bob, and Frank for their help in making our visit to West Yellowstone one of the most pleasant trips we have taken. You may be sure that I will highly recommend the service and personnel at the West Yellowstone Airport to my fellow pilots whenever I can.

Sincerely,

Bill Johnson

1968 AOPA PLANTATION PARTY

Those planning to attend the Plantation Party September 20-22 should submit their reservation form to Plantation Party, AOPA, Washington, D.C., 20014 immediately.

The AOPA Air Safety Foundation has scheduled six important flight training courses to be conducted during the Party. They are: AOPA 360° Rating Course — AOPA Instrument Nav/Com Course—AOPA Instrument En Route Procedures Course—AOPA Instrument Approach Procedures Course — AOPA Instrument Pilot Refresher Course — AOPA Pinch-Hitter Course. (Two-way radio required for all flight courses. Directional Gyro and Artificial Horizon required for all courses except Pinch-Hitter. Fully functional dual controls required for Pinch-Hitter only.)

The Aviation Clinic topics will be "Air Traffic Control" by Mr. Pete Cambell, FAA Academy; "Engines and Equipment" by representatives of the engine, radio, radio equipment and airframe manufacturers, discussing their products, how to use them, and how to overcome problems you, the user, may have with them, "Travel Film"—It's a big beautiful world, especially if you have an airplane! and "Hangar Flying With the FAA," top FAA officials will be on hand to discuss contemporary problems, and to answer your questions.

Headquarters for the Plantation Party will be the Sahara and Riviera Hotels.

Have the Aviation Time of Your Life" at the 1968 AOPA Plantation Party and Industry Exhibit. Make your plans now and be sure to include your family and friends—Everyone with an interest in aviation is invited!

INCREASE OF MINIMUM FLIGHT FEES ANNOUNCED BY NY PORT OF AUTHORITY

The minimum flight fees at Kennedy International, LaGuardia and Newark Airports during peak hours will be increased, effective August 1, to reduce congestion and delays and enable the airports to provide the greatest service to the greatest number of the traveling public, it was announced by Austin J. Tobin, Executive Director of The Port of New York Authority.

Mr. Tobin pointed out that aircraft delays at the three major airports during peak hours now run from 45 minutes to two hours or more and that the average delay could grow to two hours within the next two years if current trends continue. Such delays in the New York/Newark area affect the entire national air transportation system. Hundreds of aircraft throughout the United States may be prevented from taking off or have their flight patterns affected materially because of the inability of the New York complex to accommodate additional traffic.

The minimum take-off fee at present at the three airports is \$5. The new minimum fee of \$25 at Kennedy International, LaGuardia and Newark Airports will apply to each aircraft which either lands or takes off during the periods between 8:00 A.M. and 10:00 A.M. Monday through Friday and from 3:00 P.M. to 8:00 P.M. every day. The increased minimum fee will not apply to Teterboro Airport where the fee is \$1.50 for aircraft under 2,500 and \$2.50 for all other aircraft.

The new minimum fee at the major airports will apply to aircraft operating with a seating configuration of less than 25 passengers. It will not apply to helicopters since they operate in patterns which do not contribute significantly to air traffic congestion nor do they adversely affect airport capacity.

Air taxi operators which regularly serve airline connecting passengers at Kennedy International Airport will be able to obtain Port Authority permits under which they would not be charged the new peak hour rate whenever their aircraft operate from Kennedy Airport runways not being used by scheduled airlines.

E. LONG, CHIEF MILES CITY FSS

Mr. Eldon W. Long was appointed Chief of the FAA Flight Service Station in Miles City. Mr. Long succeeded Mr. Lloyd Travis who retired the first of April.



Miles City's FSS Chief, Eldon Long.

Mr. Long, a Montana native, attended schools at Poplar, Fort Peck and graduated from the Ronan High School. He served with the United States Army during World War II. Eldon later attended the Central Radio School, in Kansas City, Mo.

He was employed by Frontier Airlines from 1954 until 1957 when he joined the Federal Aviation Administration and after receiving his basic certification at the FAA Academy in Oklahoma City, he was stationed at Salt Lake City, Utah. He was transferred to Great Falls in 1958 and to Billings in 1960. In April of 1968 he received his promotion as Chief of the Miles City Station.

Whenever possible Mr. Long enjoys his hobbies of golfing and fishing. The Longs have two daughters and one son at home in Miles City and one daughter attending Eastern Montana College in Billings.

Daffy Definitions:

Basic VFR Minimums: Those weather conditions under which a chicken can clear a low fence while maintaining satisfactory forward visibility.

Holding Pattern: Laughable term applied to the dogfight in progress over the radio facility serving a terminal airport.

MONTANA AND THE SKY

By Frank W. Wiley

If you have not obtained your copy of the aviation history "Montana and the Sky"—ORDER NOW!

The book, accomplished by Frank W. Wiley under the auspices of the Montana Aeronautics Commission, is an authentic history of aviation in the great west. It contains more than 200 rare aviation photographs—Stories of the adventures of 100 pioneer pilots and a history of events in aviation between the 1860's and the 1930's.

Orders should be directed to: The Montana Historical Society. All checks should be made to: The Montana Historical Society.

An order form is included for your convenience.

MONTANA HISTORICAL SOCIETY

6th and Roberts

Helena, Montana 59601

☐ check enclosed ☐ charge account

Please forward to the undersigned the following books:

_____ Copy(ies) Regular Edition at \$10.00 each.

NAME _____

Street, Avenue or P. O. Box _____

City _____ State _____ Zip _____

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601

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